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General

China, which includes Hong Kong, is located in Eastern Asia, bordering the East China Sea, Korea Bay, Yellow Sea, and South China Sea, between North Korea and Vietnam.

China is the third largest country in the world and comprises about one-fifth of Asia. It is a great basin cut off from the rest of Asia by deserts and mountain ranges, and except for the two great river plains of the Ch'ang Chiang (Yangtze River) and the Huang Ho (Yellow River), most of the country is mountainous.

There is a great diversity of climate, physical regions, peoples, and languages, but the population is mostly concentrated on the river plains where the flattest land is located.

Only 10 percent of the land is arable, with the soil generally poor in character, requiring the practice of terraced agriculture.

With the exception of the coast, which is temperate, most of China has hot summers and cold winters.

Rainfall in the S part amounts to about 2m per year and is about twice that of the N part.

The S coast of China is indented by the great estuary of the Chu Chiang (Canton River), and Hai-nan Tao lies offshore just E of Vietnam.

The intermediate coast contains numerous bays and smaller inlets which provide areas of anchorage for those with permission to approach and enter.

The terrain is mostly mountains. High plateaus and deserts are in the W. Plains, deltas, and hills are in the E.

Buoyage System

The IALA Buoyage System (Region A) is in effect. See Chart No. 1 for further IALA Buoyage System information.

Cautions

Oil Rigs

There are several oil drilling rigs and production platforms in Bo Hai (38°30'N., 119°30'E.).

Mariners should be alert to the possibility of encountering rigs, the existence of which may not have been promulgated by Notice to Mariners or Navigational Warnings.

Fishing Vessels

Large fleets of fishing junks may be encountered on the coast of China; the junks may not be carrying lights, but have their smallest sail forward.

They are solidly built and serious damage could be incurred by colliding with them.

Large concentrations of fishing vessels under sail and powered may be encountered.

Mariners are cautioned that fishing vessels, in addition to being hampered, are liable at times to make unannounced maneuvers.

Every care should be taken to keep clear of vessels engaged in fishing.

Fishing stakes have been reported well offshore and mariners should consider this when proceeding from one Chinese port to another.

Currency

The official unit of currency is the yuan, consisting of 10 jiao.

Government

The People's Republic of China is a Communist state governed by the Chairman of the People's Republic, the Head of State, who, together with the State Council, composed of the Premier, Deputy-premiers, and Ministers, controls and forms the executive functions of the government. These officials are controlled by the Politburo which is the central committee of the Communist Party in China. Many of the members serve on both bodies. The National People's Congress is the highest organ of state authority and the sole legislative authority in the country.

The capital is Beijing.

Holidays

The following holidays are observed:

Spring Festival (Chinese New Year), 4 days in late January, early February; May 1, International Socialist Worker's Day; October 1, National Day.

Industries

The main industries are iron and steel, coal, machine building, armaments, textiles and apparel, petroleum, and chemical fertilizers.

Languages

The Chinese language has many dialects, but the common speech or Putonghua (often referred to as "Mandarin") is based on the Beijing Dialect. There are several dialects in use throughout China, but the government is promoting the general use of the national language.

Mined Areas

Hainan Tao

Several areas are declared dangerous due to mines laid during World War II and the Korean War.

Due to the elapse of time, the risk in these areas to surface navigation is now considered no more dangerous than the ordinary risk of navigation. However, a very real risk still exists with regard to anchoring, fishing, or any form of submarine or sea bed activity.

The area N of 18°09'N, and between the meridians of 109°29'E and 109°35'E, is dangerous due to ground mines.

A swept channel into Yu-lin Chiang Harbor has been cleared of ground mines, as follows:

1. A rectangle with its NE corner bearing 194°, 0.5 mile from Lo-tao Chiao Light (18°12'34"N., 109°33'06"E.) with E and N sides running 180°, 3 miles and 270°, 1.5 miles from this position.
2. A 732m wide channel bearing 149.7° from the center of the harbor entrance connects with the rectangle.

Vessels entering San-ya port are recommended to use the route passing through the following positions:

1. Bearings and distances from Hsi chou Island Peak (18°14'N., 109°22'E.):
 - a. 225°, 9 miles.
 - b. 284°, 5.1 miles.
 - c. 352°, 1.8 miles.
 - d. 044°, 1.25 miles.
 - e. 083°, 5.5 miles.
2. Vessels should anchor in the vicinity of position (e).

Chiung-chou Hai-hsia

Several areas are known to be dangerous to navigation and cleared channels are reported to exist:

1. The area bound by the parallels of 20°00'N and 20°30'N, between the meridians of 110°30'E and 111°05'E, is dangerous due to mines.
2. North Channel, 2.25 miles wide, has been swept with its centerline passing through the following positions:
 - a. 20°30.00'N, 110°56.05'E.
 - b. 20°14.60'N, 110°44.60'E.
3. Zhong Shuido, about 1 mile wide, has been swept with its centerline passing through the following positions:
 - a. 20°15'30"N, 111°05'00"E.
 - b. 20°15'30"N, 110°55'18"E.
 - c. 20°14'18"N, 110°49'12"E.
 - d. 20°14'30"N, 110°44'24"E.
 - e. 20°14'30"N, 110°30'00"E.
4. The area bound by the parallels of 20°00'N and 20°10'N, between the meridians of 109°14'E and 109°22'E, is dangerous due to mines.

East Coast

Shantou Gang

1. The area bounded by the parallels of 23°18'N and 23°21'N, and by the meridians of 116°45'E and 116°47'E, is dangerous.
2. A channel has been swept with the centerline passing through the following positions:
 - a. 357°, 2.25 miles from Biao Jiao (Hao-wang Chiao) (Good Hope Cape) Light (23°14'18"N., 116°48'12"E.).
 - b. 139°, 1.1 miles from F.S. on Lu Yu (Te Chou).
 - c. 305°, 1.6 miles from F.S. on Lu Yu (Te Chou).

The channel is 0.4 mile wide except where it is limited by the navigable width of Luyu Shuidao (Te Chou Channel). The area W of position (c) is safe.

Xiamen Gang Approaches

1. The area bounded by the parallels of 24°16'N and 24°25'N, and by the meridians of 118°06'E and 118°15'E, is dangerous.
2. The area bounded by the parallels of 24°15'42"N and 24°19'36"N, and by the meridians of 118°09'00"E and 118°13'18"E, has been swept.
3. A channel has been swept 0.5 mile wide, with the centerline passing through the following positions:
 - a. 24°19'48"N, 118°10'24"E.
 - b. 24°25'00"N, 118°05'24"E.

Vessels are recommended to approach the channel through the swept area described in paragraph (2) and with Ta-tan Tao Light bearing 000°.

Wenzhou Wan

The area bounded by the parallels of 27°55'N and 28°05'N, between the meridians of 121°35'E and 121°55'E, is dangerous.

T'ai-chou Wan

The area bounded by the parallels of 28°25'N and 28°30'N, between the meridians of 121°57'E and 122°03'E, is dangerous.

Hwang Hai

Area enclosed by a circle of 2 miles radius with center position 33°51'N, 123°10'E, is dangerous.

Ma Kung Approaches

The area bounded by lines joining the following positions is open to unrestricted surface navigation, but vessels are cautioned not to anchor nor submarines to operate submerged:

- a. 23°31'54"N, 119°31'12"E.
- b. 23°32'48"N, 119°29'42"E.
- c. 23°33'42"N, 119°30'24"E.
- d. 23°33'06"N, 119°32'30"E.

Pilotage

Pilotage is compulsory in Zhu Jiang and in all Chinese ports which are open to foreign shipping.

Certain regulations, with respect to seaport pilotage issued by the Ministry of Communications of the People's Republic of China, have been made with a view of safeguarding the sovereignty of the People's Republic of China and ensuring the safety of ports and vessels.

Article 1.

For all foreign vessels which enter, leave, navigate, or shift berths within any port of the People's Republic of China, pilotage is compulsory.

No foreign vessel shall enter, leave, navigate, or shift berths within a port without having on board a pilot designated by the Harbor Superintendency Administration.

In cases of emergency, such as a sudden change of weather, a vessel at anchor may, however, for the purpose of ensuring safety, shift from her original anchor position to any other position in its vicinity without a pilot, provided the Harbor Superintendency Administration is notified of the same.

Article 2.

Incoming foreign vessels shall anchor in the designated anchorage or pilot station and await the pilot. In case an outgoing foreign vessel requests the pilot to conduct the vessel beyond the limits of the pilotage water, the pilot has the right to refuse such request.

Article 3.

Prior to arrival at the pilot anchorage, incoming vessels shall communicate with the pilot station (boat) or the port signal station by exhibiting appropriate signals prescribed by the Chinese Port Authorities and follow the instructions given by the pilot station (boat) or the port signal station.

Article 4.

When the pilot is boarding or leaving, it is the duty of the master of the vessel piloted to take safety measures and furnish a pilot-ladder complying with the requirements of the International Convention for the Safety of Life at Sea for embarking and disembarking the pilot safely and quickly, with due regard being paid to the safety of the pilot boat.

Article 5.

The master of the vessel piloted shall give the pilot a correct description of the vessel's navigability and steering qualities, and shall meet the pilot's demands in piloting. Failing to do so, the master shall be responsible for the consequences arising therefrom.

Article 6.

While the vessel is under pilotage, the master thereof shall in no way be relieved of his responsibility for management and operation of the vessel.

The master shall still give care to the safe navigation of the vessel and must cooperate closely with the pilot.

In the interests of safe navigation, the master may put forward reasonable recommendations and requirements, but shall not interfere in the pilot's work unreasonably. If the master has to leave the bridge temporarily, he shall inform the pilot of the same and designate an officer as his representative during his absence.

Article 7.

In order to ensure the vessel's safety, the pilot has the right to suspend pilotage when necessary until the circumstances are suitable for safe navigation again.

Article 8.

For marine accidents occasioned by the fault of a pilot in the course of piloting, the pilot shall be duly punished, but shall hold no liability for loss or damage resulting therefrom.

Article 9.

When sea conditions or other special circumstances make it impossible for the pilot to board an incoming vessel at the designated place, the vessel shall first be guided by the pilot boat to a place at which the pilot can safely embark, and then, be conducted by the pilot into the port after his boarding.

In case of an outgoing vessel, if the pilot finds it difficult to disembark at the designated place for the same reasons as are stated above, he may disembark midway at a safe place and then guide the vessel out of the port with the pilot boat.

Article 10.

The pilot may be accompanied by apprentice pilots who go on board for practice. The master of the vessel piloted shall provide them with conveniences in regard to both work and life.

Article 11.

The master of the vessel piloted shall sign the Pilotage Bill and pay the pilotage or shifting charges according to the prescribed tariff and if the pilot considers that the vessel should be assisted by a tug or tugs, the charges for the tugs actually employed shall also be for the account of the vessel.

Article 12.

These Regulations shall come into force on the date of publication. The "Regulations Relating to Sea-Port Pilotage," promulgated by the Ministry of Communications of the People's Republic of China on 9th December 1959, shall at the same time be abrogated.

Regulations

The following are excerpts from regulations published by the People's Republic of China (PRC) and must be observed by all foreign vessels navigating Chinese port areas and coastal waters.

Article 1.

The Regulations were drafted to safeguard the sovereignty of the People's Republic of China, to maintain order in port areas and coastal waters, to ensure safety in navigation, and to prevent pollution in the ports and coastal waters of the People's Republic.

Article 2.

Foreign vessels (hereafter to be called "vessels") sailing in the ports and coastal waters of the People's Republic of China shall abide by the Regulations and all relevant laws, rules, and provisions. The vessels shall accept inspection if the port superintendent considers such an inspection necessary.

Article 3.

A week prior to arrival at destined port, the captain or owner of a vessel shall submit through its agent a filled-out, relevant form to the port superintendent for approval, and 24 hours prior to arriving at destined port (or prior to sailing at the port of departure if the voyage takes less than 24 hours) the captain shall, through his agent in port, submit to the port superintendent a report on the vessel's time of arrival and her drafts before and after entering into port. In the event of a change in the time of arrival, this should immediately be reported to the port authorities.

Articles 4.

When a vessel intends to enter or leave port or to sail within the harbor or to change berth, such navigation must be conducted by an authorized pilot of the port authorities.

Article 5.

Upon arrival at port, the inbound report and other relevant forms and documents shall be immediately submitted to the port authorities together with the vessel's certificate of inspection and other relevant papers, and shall be subject to inspection. On leaving port, the outbound report and other relevant documents shall be submitted, and vessel may leave port on the strength of an officially issued clearance permit upon completion of inspection.

Article 6.

Arms and ammunition onboard shall, upon arrival at port, be sealed and stored by the port superintendent.

Wireless transmitting sets, radiophone transmitters, rocket signals, flame signals, and flare guns may be used only in an

emergency and a report shall be submitted to the port authorities afterwards.

Article 7.

Firing, swimming, fishing, discharge of firecrackers and fire works, and other behaviors endangering port safety are prohibited in the harbor.

Article 9.

Vessels sailing in the ports and coastal waters of the People's Republic of China shall not engage in activities detrimental to the safety and interest of the People's Republic, and they shall abide by the regulations governing straits, waterways, and navigation lines.

Article 10.

Vessels inside the harbor shall not sail at a speed that endangers other vessels and port installations.

Article 13.

Vessels having to take shelter in a storm or requiring temporary berthing in a port of the People's Republic open to foreign vessels, shall submit for approval an application to the port superintendent. Contents of the application are to include: name of vessel, radio call, nationality, name of shipping company, port of departure, port of destination, position of vessel, sailing speed, draft, color of hull, color of funnel and insignia. Vessels shall take shelter at officially designated point and area.

Article 18.

Lighting on the vessel shall not affect navigational safety of other vessels, and the strong light beaming toward the navigational channel shall be shaded.

Article 20.

The vessel shall apply with the port superintendent for approval prior to carrying out the following: (1) Dismantling for repair of the boiler, main engine, anchor windless, steering engine, and radio; (2) Trial run, engine test; (3) Lowering raft to conduct life-saving exercise; (4) Welding (dockyard repairing being excepted) or fire-hazardous activities.

Article 23.

Sailing or lying at anchor in a harbor and coastal waters of the People's Republic of China, the vessel shall in the daytime fly the flag of nationality to which she belongs, and shall display additionally the name and signal flags and other flags designated by the port authorities during the course of entering and leaving port and when changing berth.

Article 25.

Except for ensuring navigational safety while sailing in the harbor, the vessel shall not blow the whistle at will. On testing the whistle, this shall be reported to the port superintendent beforehand.

Article 26.

When using a very-high frequency radiotelephone in the harbor, the vessel shall observe the "Provisional Regulations

Governing Use of Very-High Frequency Radiotelephone by Foreign Vessels" issued by the Ministry of Communications of the People's Republic of China.

Article 27.

While loading, unloading, or carrying dangerous goods, the vessel shall display a designated signal, comply with regulations relating to transportation and management of dangerous goods, adopt necessary safety-ensuring measures, and especially in the case of handling counter-functioning goods, it is imperative that they do not mix in loading. It is strictly forbidden to load explosives, igniters, and inflammable items in the same cargo compartment.

Article 28.

When the vessel carries explosives, deadly or poisonous articles, radioactive goods, compressed gas, liquid gas, oxidizer, self-igniting goods, water-flammable goods, flammable liquid and solid articles, corrosive acid and other highly caustic and dangerous goods, she shall, through her agents at port, submit to the port superintendent for approval three days beforehand an extensively detailed goods catalog giving names, nature, packing, quantity, and position of loading together with written description explaining the quality of the dangerous goods, and only on the strength of an approval by the port authorities shall the vessel enter port, start unloading or pass through. When an outbound vessel is loaded with the above-mentioned dangerous goods, the vessel shall, three days prior to loading, apply for permission, and loading may be carried out only on the strength of approval.

Article 29.

In applying for a certificate of safe loading of dangerous export goods, the vessel shall, three days prior to loading, submit to the port superintendent a written application for approval, listing name, quality, packing, quantity, position of loading (a loading chart shall be attached to application), port enroute, and port of destination. Loading shall be carried out at the designated berth.

Article 34.

The vessel shall take good care of the navigation equipment and auxiliary navigating marks, and it shall report without delay to the port superintendent any damaged auxiliary navigating marks, port structure or other installations, and it shall be responsible for recovering damaged parts or for defraying all expenses for the recovery.

Article 35.

Vessels are prohibited to discharge at will, oil and oil mixtures and other polluted matters and discards in the harbors and coastal waters of the People's Republic of China.

Article 36.

In case of discharge of ballast water, washing water, and bilge water, it is imperative that application be filed with the port superintendent for approval. If vessels came from epidemic-infected port, it shall be subject to a quarantine inspection by the concerned sanitary department. Discharge of filthy water and washing water from a vessel carrying

dangerous goods and other polluted articles shall be reported to the sanitary department for inspection. Upon approval discharge may be done at the designated area.

Article 37.

Oil tankers, and fuel-powered vessels shall maintain a fuel logbook and make actual entries according to the various provisions and stipulations of the logbook.

Article 38.

In case of pollution in the harbor and along the coastal waters, the incident shall be recorded in the fuel logbook and sailing logbook, and the case should immediately be reported to the port superintendent, and effective measures must at the same time be taken to prevent proliferation. If the situation warrants chemical treatment, a report on the properties of the chemical agent should be submitted to the port superintendent for approval.

Article 46.

In case of marine accident, a brief report must be promptly made through cablegram or radiotelephone to the port superintendent. If an accident occurred outside the port's jurisdiction, concerned captains shall, within 48 hours of entering into first nearest port, submit an accident report to the port superintendent. If an accident occurred within the port's jurisdiction, concerned captains shall submit, within 24 hours, a report to the port superintendent.

Article 47.

In the event that the vessel has caused loss of life and damage to properties in port and coastal waters of the People's Republic of China, it must try to give timely rescue of life and salvage of property involved and report the accident to the port superintendent and accept investigation and appropriate action.

If the perpetrator attempts to escape and hide himself, he shall be severely dealt with.

Regulations are also in force, locally, in each port, and are mentioned in this text when possible.

Some of these regulations include adherence to a track laid down by the Chinese authorities for a considerable distance before arriving at the port or embarking a pilot.

Quarantine

1. Vessels entering a Chinese port shall be subject to quarantine regulations and shall anchor in the quarantine anchorage, which shall be determined by the port health and quarantine office.

2. The port health and quarantine office shall be notified of the following information as soon as possible:

- a. name and nationality of the vessel, and date and time of expected arrival at the quarantine anchorage.
- b. port of departure and last port of call.
- c. number of crew and passengers on board.

3. If during a voyage, a quarantinable disease or suspected quarantinable disease is discovered, or if there occurs a death not caused by accidental injuries, the master of the vessel shall, 6 hours prior to arrival, inform the port health and quarantine office of the following information:

- a. the information indicated in regulation 2.
- b. name of disease, number of persons ill or dead.
- c. whether or not a doctor is aboard.

4. The following international code flags are to be hoisted on the foremast during the daytime:

a. Flag Q.—My ship is healthy and I request free pratique.

b. Flags QQ.—My ship is suspect, that is to say I have had a case or cases of infectious disease more than 5 days ago.

c. Flags QL.—My ship is infected, that is to say, I have had a case or cases of infectious disease within the last 5 days.

5. The following lights should be displayed at night (lights are to be displayed in a vertical line 1.8m apart):

a. Red over white.—I do not have free pratique.

b. Red over red over red.—Vessel is free of contagious disease, please grant free pratique.

c. Red over red over white over red.—Vessel is infected or suspected to be; please carry out quarantine immediately.

6. Vessels subject to quarantine shall exhibit the above code flags and/or signal lights, and shall anchor in the quarantine anchoring awaiting clearance. The code flags and/or signal lights shall not be taken down until instructions to do so have been received from the port health and quarantine office.

7. No one except specifically authorized personnel shall board or leave a vessel which exhibits the quarantine code flags or light signals, nor shall any objects, goods, or cargo be brought aboard or discharged from the vessel, nor shall any other vessel pass close by or anchor near the vessel.

8. The master of a vessel in danger, may, if he deems it appropriate or necessary, suspend conditions of regulation 7.

9. If the pratique issued to a vessel is endorsed with a note of restrictions by the port health and quarantine office, such requirements must still be met after the quarantine code flags and/or signal lights have been lowered.

10. After the port health and quarantine officers have boarded an arriving vessel receiving port health clearance, the master of the vessel shall produce a maritime declaration of health for submission to the port health and quarantine office, and this declaration must be signed by the master and endorsed by the ship's doctor, if there is one.

11. A vessel in quarantine must produce, for inspection, any lists or documents which are deemed relevant by the port health and quarantine office. In addition, the vessel's master and/or doctor may be questioned as to the health situation during the voyage. Any written replies must be signed by the master and countersigned by the ship's doctor, if there is one.

12. After inspection, free pratique shall be issued to healthy vessels. If health measures have been or have to be imposed, an endorsement shall be made on the pratique. A notice to apply health measures will be served upon a vessel that is infected or suspected of being infected. In addition, the port administration will be notified. A free pratique will not be issued until all health measures have been taken as required.

13. Vessels are normally inspected between sunrise and sunset. Inspections may take place during the hours of darkness if it is deemed necessary by the port health and quarantine office, or at the request of the master of the vessel, provided that there is sufficient light on the vessel.

14. A foreign vessel compelled to put in at a port which does not have a port health and quarantine office shall contact by radio the nearest port health and quarantine office. Such vessels shall follow the conditions in regulation 7.

15. Except for the circumstances specified in regulation 16, a vessel subject to quarantine, which refuses to take the required health measures shall exhibit the appropriate quarantine code flag or signal lights and then proceed back to sea.

Such vessels, when still in quarantine, may be given permission to take on fuel, water, and supplies. Permission to unload baggage or goods, or for passengers to disembark may be granted subject to health measures required by these regulations.

16. If a vessel subject to quarantine is found to have a case, or cases, of yellow fever or other quarantinable diseases on board while the person or persons infected have not been isolated in time, the vessel shall not be permitted to leave until the appropriate health measures have been taken.

17. Before departure of a vessel subject to port health clearance, the port health and quarantine office shall be supplied with the following information:

a. name and nationality of ship.

b. date and time of departure schedule.

c. port of destination.

d. list of crew and list of passengers.

A vessel receiving port health clearance at the same port both on its arrival and departure need not submit a crew list if there is no change in crew.

18. The port health and quarantine office may, during port health clearance of a departing vessel, question the master and/or ship's doctor of the sanitary condition of the vessel.

The port health and quarantine office may also ask to examine documents which they deem relevant to quarantine.

19. After inspection of a departing vessel, the port health and quarantine office shall issue a departure pratique according to the result of the inspection, or as the case may be, after the necessary health measures have been carried out, except in the case where its crew have not been medically checked nor has the vessel been given health inspection.

The above regulations are excerpts from Port Health and Quarantine Regulations of the People's Republic of China, Sections 31 through 47.

Inspection

1. For the purpose of strengthening the work of joint inspection of incoming and outgoing shipping, ship's crews, passengers, baggage, and cargo; so as to insure navigational safety, safeguard frontier security, prohibit smuggling, and keep contagious diseases from spreading into or out of the country, and to facilitate movement of shipping in and out of port and transportation in foreign trade, the present Regulations are enacted.

2. The organs participating in the joint inspection work, and their respective areas of responsibility resulting from a division of work, are as follows:

a. Port Affairs Administration: Responsible for inspecting ships' papers and matters concerning safety.

b. Customs: Responsible for inspecting ships, cargo, and the personal baggage and goods carried by crews and passengers for contrabands and violations of regulations.

c. Frontier Defense Inspection Organ: Responsible for subjecting ship's papers, passports and travel documents of crewmen and passengers, baggage, and cargo to a frontier defense inspection.

d. National Boundary Public Health and Quarantine Organ: Responsible for subjecting ships, crews, passengers, baggage, and cargo to a medical and health inspection, and making the necessary hygienic dispositions.

Unless specially sanctioned by the State Council, other organs may not conduct inspection.

3. Authorization for ships to enter or leave port is to be issued in a unified manner by the Port Affairs Administration, and other organs may not hold it up under some pretext. If an extraordinary event necessitates prohibiting or delaying the departure of a ship, this should be implemented through the Port Affairs Administration.

4. The Port Affairs Administration is responsible for organizing a joint inspection and notifying the inspection organs concerned beforehand of the time of entry or exit of a ship and its place of mooring.

5. In regard to the joint inspection of a ship subject to quarantine in accordance with regulation, aside from the pilot and personnel authorized by the National Boundary Public Health and Quarantine Organ, other participants in the joint inspection shall board the ship to carry out inspection after the quarantine inspectors have completed their work.

6. Inspection of the baggage and articles of diplomats and consuls of foreign countries, and other people deserving of preferential treatment, is to be done in accordance with pertinent regulations of the People's Republic of China.

7. Barring other regulations of the state, ships of Chinese registry navigating inland or along the coast are not subject to inspection as a matter of principle. In case of necessity, inspection may be conducted by the various inspection organs concerned through the Port Affairs Administration.

8. Inspection of ships' crews, passengers, baggage, and cargo is to be conducted only at the port of sailing, port of destination, and midway ports of call. If there are no special circumstances, ships may not be stopped for inspection in the middle of the way.

9. In each of the different ports, the Port Affairs Administration is responsible for conveying and conducting a conference on joint inspection at regular intervals, and the Customs, Frontier Defense Inspection Organ, and National Boundary Public Health and Quarantine Organ are to send delegates to the conference.

In case of necessity, other organs concerned may be requested to send delegates to take part in discussions on matters concerning joint inspection.

The conference on joint inspection is to appoint a secretary whose duty it will be to attend to day-to-day affairs under the direction of the Port Affairs Administration.

10. The word "inspection," as stated in the present Regulations, refers to the different items listed in Article 2.

Other items; like exercising control over shipping by the Port Affairs Administration, supervision of shipping and freight, and levying of duties by customs, and overseeing of sanitary conditions onboard ship by the National Boundary Public Health and Quarantine Organ; are governed by other regulations.

These shall be carried out by the respective organs in charge in accordance with the regulations concerned.

11. The present regulations shall come into force from the date of its promulgation.

Other Regulations

Foreign vessels should establish contact through a coast radio station near its port of destination.

Before calling at a Chinese port, vessels should apply via radio for pratique when departing the previous port.

The vessel's agent will send instructions for inbound vessels either through the coast radio station or INMARSAT.

When at anchor, vessels must maintain a continuous listening watch on the assigned VHF channel.

Special Regulations

Regulations exist for the passage of foreign vessels through Chung-chou Hai-hsia (Hainan Strait).

Regulations are set forth in detail in Pub. 161, Sailing Directions (Enroute) South China Sea and the Gulf of Thailand.

Time Zone

China covers several Time Zones, but the standard time (GMT -8) is kept for the whole country.

U.S. Embassy

The U.S. Embassy is situated in Xiu Shui, Bei 3 100600 Beijing.

The mailing address is PSC 461, Box 50, FPO AP 96521-0002.